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LOS ANGELES INTERNATIONAL AIRPORT • INTERIM PLAN •

an Element of the General Plan of the City of Los Angeles

DEPARTMENT OF CITY PLANNING □ LOS ANGELES CALIFORNIA

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LOS ANGELES INTERNATIONAL
AIRPORT INTERIM PLAN

The Los Angeles International Airport (LAX) Interim Plan consists of this text and the accompanying map. It is an element of the General Plan of the City of Los Angeles. The Plan includes the land proposed to be within the ultimate boundaries of the Airport.

PURPOSE AND USE OF THE PLAN

The Los Angeles International Airport Interim Plan is to be used as a short term, general guide for coordinating the development of Airport facilities with that of the surrounding communities. Major policy issues with regard to Airport capacity, roadway access, adjacent land use compatibility and environmental impacts will be addressed in a new plan to be initiated upon adoption of the Interim Plan.

OBJECTIVES OF THE PLAN

- 1. To promote the orderly and proper growth of LAX as the City's principal air terminal and as part of the nation's air transportation system.
- 2. To maximize the usefulness and efficiency of existing airport facilities within the limits of this plan.
- 3. To provide for additional airport facilities based upon future air transportation needs.
- 4. To provide for the proper and safe functioning of airport facilities.
- 5. To ensure that LAX will be an integrated, functional link in the City's balanced transportation system.

- 6. To ensure the reduction of noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations to levels prescribed in the "Standards and Criteria" section of this plan.
- 7. To provide sufficient parking and adequate ground access to airport facilities.
- 8. To provide the best possible coordination and compatible development of the Airport and the surrounding communities.

POLICIES

The following are broad policies designed to further the proper development of the Los Angeles International Airport:

- 1. In developing the Los Angeles International Airport to its appropriate capacity, every effort should continue to be made to make the airport and the surrounding communities mutually compatible.
- 2. Areas adjacent to LAX should be encouraged to develop with land uses compatible with the airport.
- 3. A regional system of airports, including Ontario and Palmdale Airports and additional airports as needed, should be developed.
- 4. Where feasible, land acquired and cleared for airport development should be put into park or other green uses on a logical phasing basis until the properties are actually developed for airport purposes.
- 5. Ground access to and vehicular and pedestrian circulation within LAX should be improved as needed to meet anticipated air passenger and cargo increases.
- 6. Further development of new aircraft engines and the retrofitting of present engines shall be encouraged as forcefully as possible to materially reduce the amount of noise and air pollution.
- 7. New technology should be pursued and utilized wherever practical to insure increased safety of air passengers and the general public, and to minimize the adverse environmental consequences of aircraft and airport operations.
- 8. Additional facilities should be provided at LAX as needed to meet the increases in air cargo move-

ment. Cargo activities should be concentrated at the existing cargo center or other appropriate areas in the Airport.

- 9. Adequate parking shall be provided to meet expected demands both within the terminal complex and at peripheral locations.
- 10. Airport development shall provide increased parking and maneuvering space for wide body commercial aircraft and promote more efficient passenger and baggage facilities.

11. The Airport should be developed to accommodate new types of reduced take-off and landing aircraft designed for short-to-medium distance passenger flights which meet or improve upon the noise standards of this Plan.

12. Uses and facilities within the Airport shall be located and operated so as to minimize noise, air pollution, glare, odor and vibration emanating from stationary sources and aircraft on the ground.

13. The City in collaboration with other concerned agencies, both public and private, shall continue to develop standards to reduce noise, air pollution, glare, odor and vibration and other consequences of aircraft and airport operations in conformance with the standards contained in this Plan.

14. The development of remote airline terminals shall be encouraged in order to reduce the number of private vehicles using the airport.

STANDARDS AND CRITERIA

1. Passenger Volume

The projected maximum air passenger volume will be approximately 40 million annually. Further increases in passenger volume are planned to be accommodated by Palmdale International Airport and satellite airports.

2. Environmental Impact

The control of noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations is one of the most important factors in airport planning. Aircraft and airport development should comply with the following general standards:

- a. Noise Standards. The City adopts as its own standards all provisions included in the CALTRANS,

Division of Aeronautics Noise Standard Regulations, in the form in which they were adopted on November 10, 1970, Title 4, Subchapter 6, of the California Administrative Code, in accordance with Division 9, Part 1, Chapter 4 Article 3 of the California Public Utilities Code.

Repeal or amendment of these regulations by the State shall not affect this section of the Plan. The specific standards for noise as identified in the law include the following:

The criterion CNEL for airports which have 4-engine turbojet or turbofan air carrier aircraft operations (take-offs plus landings) is as follows:

Date	CNEL in decibels
Effective date of regulations	
1-1-76 to 12-31-80	75
1-1-81 to 12-31-85	70
1-1-86 and thereafter	65

b. Air Pollution - The emission of smoke, dust vapors, fumes, gases, fly ash and other air pollutants resulting from airport facilities shall be maintained below the level which would pose a threat to the health of people living in the vicinity of the Airport.

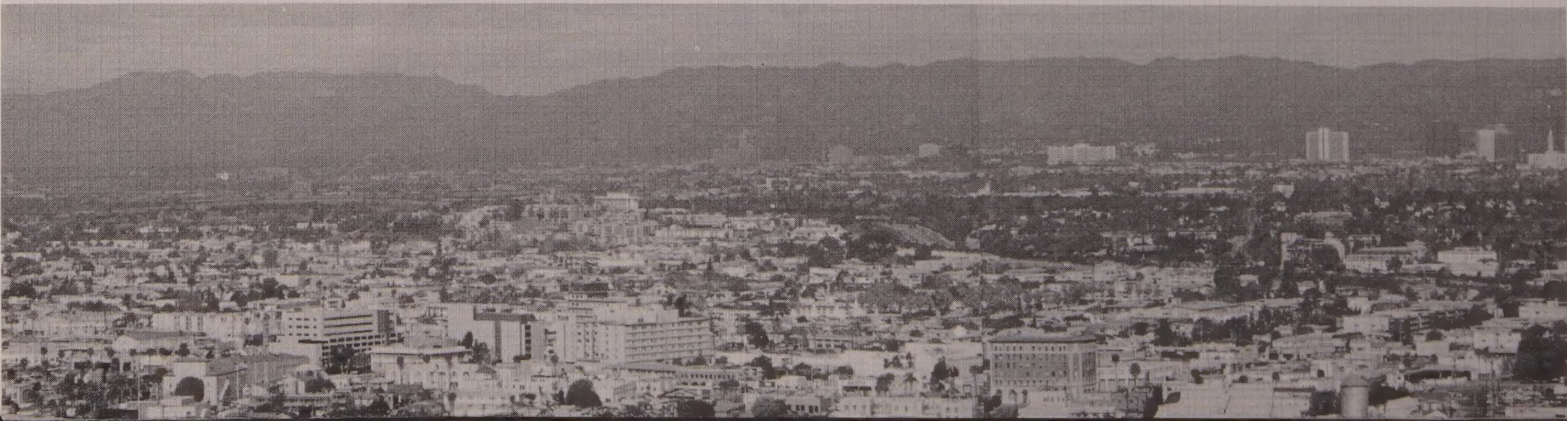
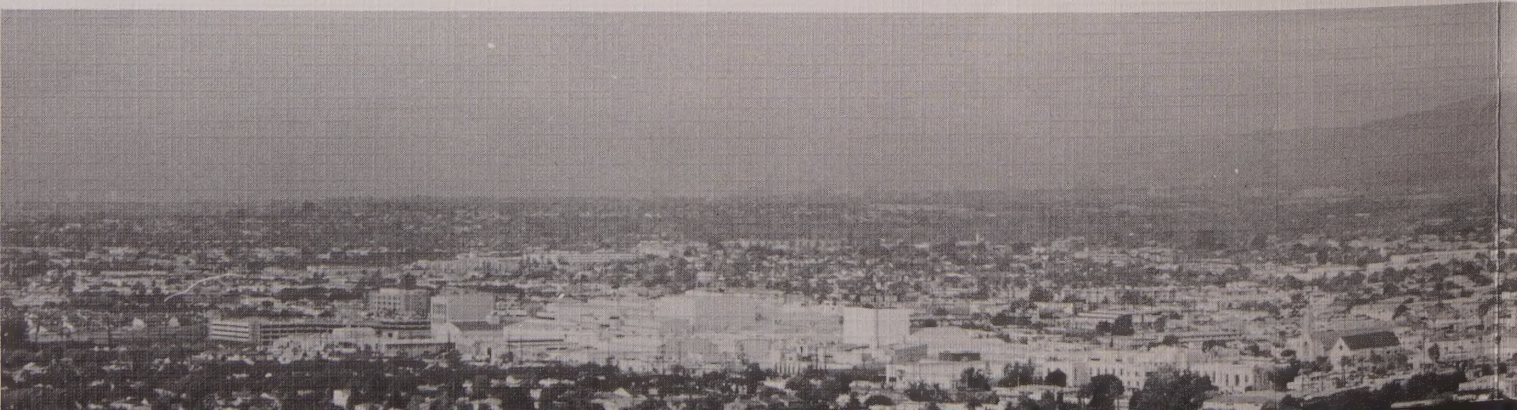
c. Other Factors - Glare, odor, and vibration resulting from airport operations facilities shall be maintained at the boundaries of the Airport at an acceptable level.

3. Transportation

a. Streets, Highways and Freeways - The external access system of streets, highways and freeways should be expanded as needed to handle increases in vehicular traffic resulting from local development and from the expansion of passenger, cargo and other airport operations to ultimate capacity levels.

The internal access system should be improved by construction of a second level World Way Loop Street in the central terminal area together with a traffic management system.

b. Mass Transportation - Mass transportation modes serving LAX include limousines, buses, helicopters, and Short Take-Off and Landing aircraft. Improved service, including mass rapid transit service, is needed to provide access to and from LAX and other



parts of the Los Angeles metropolitan region, including the Ontario and Palmdale Airports. Any mass transit line which serves the Airport shall be aligned and designed to also serve the intensive developments along Century Boulevard. Consideration should also be given to provide feeder service to the Westchester Business District.

c. **Parking** - Parking spaces for passengers, visitors and airport employees shall be provided at a ratio of 750 spaces per 1 million annual passengers. About 30,000 parking spaces for air passengers and airport employees will be needed by 1985. Additional parking for air cargo facilities, maintenance facilities and other airport uses should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift.

d. **Bikeways** - The Plan designates several Bikeways. Some of these are connected with Bikeways in other areas of the City in order to provide a Bikeway network facilitating optional use of this mode of transportation and recreation.

e. **Pedestrians** - The separation of pedestrians and vehicles is desirable for safe and efficient airport operation. Proper signing, use of secondary transit systems ("people-movers"), and grade separated pedestrian crossings shall be provided as aids to pedestrian circulation.

f. **Safety** - To ensure safety at LAX, clear zones at the ends of the runways, proper runway lighting, adequate runway length and impact load strength, and various navigational aids to guide landings and takeoffs must continue to be maintained.

FEATURES

1. The proposed development of Los Angeles International Airport will eventually encompass approximately 3,500 acres.

2. The Airport is divided into six functional areas:

a. **Passenger Terminal Area** - Located in the center of the Airport for airport administration and tower control, passenger accommodations (ticketing, baggage, restaurants), and parking.

b. **Airport Buffer Areas** - Located along the northerly and southerly boundaries of the Airport, to shield adjoining residential properties from noise, glare, odor, vibration and other consequences of aircraft and airport operations. No aircraft under power and no engine runups are permitted. These areas may be used for parking, storage, terminals, cargo and office uses. A dense greenbelt of trees, shrubs, and grass will be provided and maintained between all airport and adjacent residential uses and other uses as appropriate. Uses of existing facilities in buffer areas may continue as required until the Department of Airports can develop alternate facilities.

c. **Service Area** - Located in the center and southern portions of the Airport, for aircraft maintenance shops, fueling facilities, navigation aids, cargo and passenger terminals, storage, manufacturing and parking. Aircraft are permitted under power.

d. **Approach Area** - Located at the easterly end of the north and south runways, for surface parking, cargo or storage, U'drive storage, landside passenger terminals, and aviation-related commercial activities. No aircraft under power are permitted in this area.

e. **Runway Area** - Two major runway systems located to the north and south of the passenger terminal area.

f. **Open Space Area** - Generally located westerly of Pershing Drive and Vista del Mar to be used for recreation and habitat uses plus related parking.

3. Two new terminals are included in the Plan, one west of the existing westerly terminals and the other east of the existing northerly terminals. Other special purpose passenger terminals may be considered.

4. A highway loop is proposed around the Airport. This loop will not only improve access but will in large measure separate the Airport from other uses and define its boundaries.

5. Grade separation over Sepulveda Boulevard at 96th Street will be provided to interconnect Airport properties and to improve terminal access.

6. The construction of a landscaped barrier and where feasible a noise barrier should be encouraged

between the Airport and the community. The design of such a barrier should take into account its visual impact.

7. The Department of Airports shall be responsible for the construction of an arterial as the extension of Arbor Vitae from Airport Boulevard to Pershing Drive and a second level roadway above the World Way Loop Street with provision for public transportation.

PROGRAMS

Five-Year Programs

1. Complete planning and acquisition of land for the Palmdale and Ontario Airports.

2. Install peripheral parking facilities within the airport boundaries.

3. Continue to pursue the construction of the Route 105 Freeway.

4. Strengthen the south runways to meet safety requirements.

5. Extend the general alignment of Arbor Vitae Street as a Major Highway from the San Diego Freeway to Vista del Mar Boulevard to replace the Route 170 Freeway.

6. Develop additional facilities to meet the increasing movement of cargo at LAX.

7. Continue to provide airline terminals at centers in various parts of the City to reduce the number of private vehicle trips to and from the Airport.

8. Continue to urge the development and application of technological innovations to reduce noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations.

9. Citizen and technical advisory committees should continue to make recommendations on noise abatement procedures.

10. Standards should be developed prescribing the maximum levels of noise emanating from industrial uses that will be permitted at the boundary lines

of various residential, commercial and industrial zones. These standards should specially apply to Airport Buffer areas.

11. The City should cooperate with other agencies, public and private, to encourage a definitive judicial determination of jurisdiction and responsibility for establishment and enforcement of standards and abatement procedures regarding noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations.

12. The Department of Airports should prepare a freight circulation plan relating to the proposed phased development of cargo facilities within LAX. The plan should be coordinated with other affected City departments and submitted to the City Council for adoption.

13. The Department of Airports should construct Terminal 1 and the West Terminal facilities to better meet the needs of passengers.

14. The Department of Airports should encourage the reduction of aircraft taxiing to reduce noise and air pollution and to reduce fuel use.

Twenty-Year Program

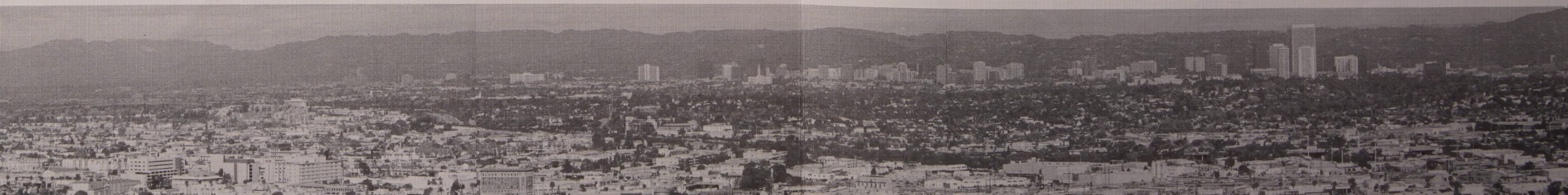
1. Complete the total system of streets, highways, freeways and mass rapid transit to serve LAX and the surrounding communities.

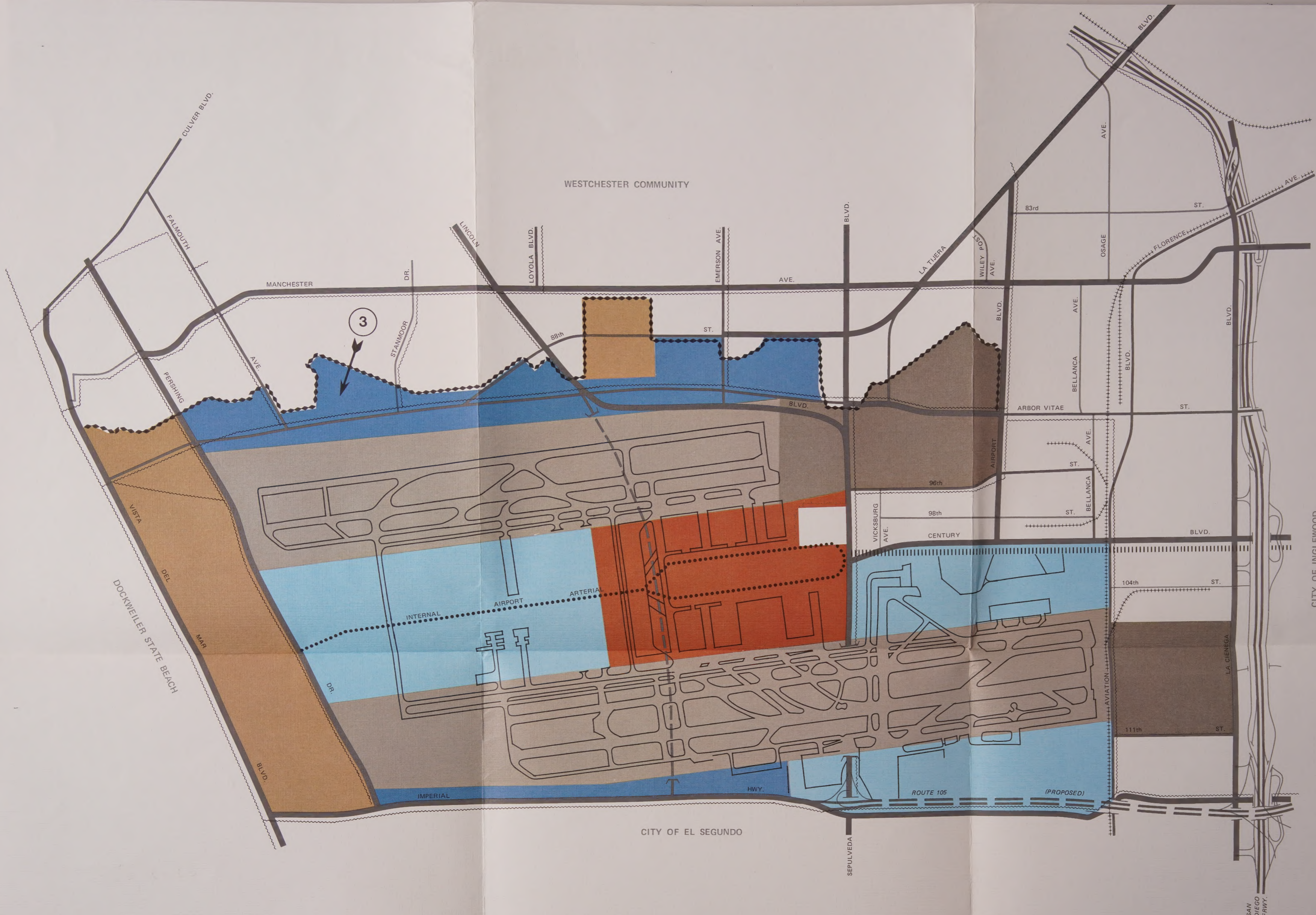
2. Complete the entire Air Transportation System with emphasis upon the Palmdale Airport development.

3. Continue to work with concerned public and private agencies to reduce noise, air pollution glare, odor and vibration from all aircraft and airport operations to acceptable levels.

4. Construct people-mover systems to connect parking areas, ticketing facilities, any primary mass transportation facility, and intensive developments along Sepulveda and Century Boulevards.

5. Construct the tunnels for access to the passenger terminal area from Lincoln Boulevard and Imperial Highway.





LAND USE

	RUNWAY AREA	Aircraft Maneuvering, Landing and Takeoff
	SERVICE AREA	Maintenance Shops, Fueling Facilities, Cargo, Terminals, Storage. Aircraft Permitted Under Power.
	PASSENGER TERMINAL AREA	Ticketing, Restaurants, Parking and Airport Administration, Aircraft Permitted Under Power.
	APPROACH AREA	Surface Parking, Cargo or Storage Usage, Landside Passenger Terminals and Airport Related Uses. No Aircraft Permitted Under Power.
	OPEN SPACE AREA	Recreation, Related Parking and Habitat Area.
	AIRPORT BUFFER AREA	Parking Storage, Terminals, Cargo and Office Uses. No Aircraft Under Power and No Engine Runups are Permitted.
	AIRPORT BOUNDARY WITH LANDSCAPED GREENBELT	

CIRCULATION^{2,4}

	EXISTING FREEWAY ¹
	ADOPTED FREEWAY AND TRANSITWAY
	MAJOR HIGHWAY
	SECONDARY HIGHWAY
	COLLECTOR STREET
	LOCAL STREET
	INTERNAL AIRPORT ² ARTERIAL
	TUNNEL
	BIKEWAY ²
	RAILROAD
	RAPID TRANSIT ROUTE

NOTES

- 1 All freeway designations reflect their status according to the State Department of Transportation.
- 2 Alignment of proposed roadways and bikeways is generalized and subject to further study.
- 3 Because of its proximity to two major schools, this area should be restricted to airport buffer uses that are compatible with these schools.
- 4 Roadways outside airport property are shown for information purposes.

INTERIM PLAN

LOS ANGELES INTERNATIONAL AIRPORT

THE LOS ANGELES INTERNATIONAL AIRPORT INTERIM PLAN CONSISTS OF THIS MAP AND THE ACCOMPANYING TEXT

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ADOPTED BY THE CITY COUNCIL, 1-12-81